

## Chapter 2.4 — Light Industrial (LI) District

### Sections:

- 2.4.100 - Purpose
- 2.4.110 - Permitted Land Uses
- 2.4.120 - Development Setbacks
- 2.4.130 - Lot Coverage
- 2.4.140 - Building Height
- 2.4.150 - Building Orientation
- 2.4.160 - Design Guidelines and Standards
- 2.4.170 - Special Standards for Certain Uses

### 2.4.100 Purpose.

The Light Industrial District accommodates a range of light manufacturing, industrial-office uses, automobile-oriented uses (e.g., lodging, restaurants, auto-oriented retail), and similar uses which are not appropriate in downtown or main street areas. The district's standards are based on the following principles:

- Ensure efficient use of land and public services.
- Provide a balance between jobs and housing, and encourage mixed use development.
- Provide transportation options for employees and customers.
- Provide business services close to major employment centers.
- Ensure compatibility between industrial uses and nearby residential areas.
- Provide appropriately zoned land with a range of parcel sizes for industry.
- Provide for automobile-oriented uses, while preventing strip-commercial development in highway corridors.

### 2.4.110 Permitted Land Uses.

- A. Permitted Uses.** The land uses listed in Table 2.4.110.A are permitted in the Light Industrial District, subject to the provisions of this Chapter. Only land uses which are specifically listed in Table 2.4.110.A, and land uses which are approved as "similar" to those in Table 2.4.110, may be permitted. The land uses identified with a "CU" in Table 2.4.110.A require Conditional Use Permit approval prior to development or a change in use, in accordance with Chapter 4.4.
- B. Determination of Similar Land Use.** Similar use determinations shall be made in conformance with the procedures in Chapter 4.8 - Interpretations.

**2.4.110 Permitted Land Uses** *(continued)*

**Table 2.4.110.A  
Land Use Types Permitted in the Light Industrial District**

<p><b>1. Industrial *:</b></p> <ul style="list-style-type: none"> <li>a. Light manufacture (e.g., electronic equipment, printing, bindery, furniture, and similar goods)</li> <li>b. Research facilities</li> <li>c. Administrative Offices</li> <li>d. Printing and publishing</li> <li>e. Warehousing and distribution</li> <li>f. Mini-warehouse and storage</li> <li>g. Similar uses</li> </ul> <p><b>2. Commercial :</b></p> <ul style="list-style-type: none"> <li>a. Wholesale Trade</li> <li>b. Building materials, agricultural and garden supplies</li> <li>c. Mail order retail sales</li> <li>d. Interim farm use: cropland or grazing only</li> <li>e. Automobile-oriented uses (vehicle repair, sales, rental, storage, service; and drive-up, drive-in, and drive-through facilities)*</li> <li>f. Hotels and motels</li> <li>g. Medical and dental clinics and laboratories, including veterinary clinics</li> <li>h. Outdoor commercial uses (e.g., outdoor storage and sales)</li> <li>i. Personal and professional services (e.g., child care, catering/food services, restaurants, laundromats and dry cleaners, barber shops and salons, banks and financial institutions, and similar uses)</li> <li>j. Repair services</li> <li>k. Retail trade and services;             <ul style="list-style-type: none"> <li>l. Wholesale trade and services;</li> </ul> </li> <li>m. Uses similar to those listed above</li> </ul>	<p><b>3. Civic and Semi-Public Uses :</b></p> <ul style="list-style-type: none"> <li>a. Government facilities (e.g., public safety, utilities, school district bus facilities, public works yards, transit and transportation, and similar facilities)</li> <li>b. Utilities (e.g., natural gas, electricity, telephone, cable, and similar facilities)</li> <li>c. Special district facilities (e.g., irrigation district, and similar facilities)</li> <li>d. Vocational schools</li> <li>e. Transportation Facilities and Improvements:             <ul style="list-style-type: none"> <li>1. Normal operation, maintenance;</li> <li>2. Installation of improvements within the existing right-of-way;</li> <li>3. Projects identified in the adopted Transportation System Plan not requiring future land use review and approval;</li> <li>4. Landscaping as part of a transportation facility;</li> <li>5. Emergency Measures;</li> <li>6. Street or road construction as part of an approved subdivision or partition;</li> <li>7. Transportation projects that are not designated improvements in the Transportation System Plan ** (CU); and</li> <li>8. Transportation projects that are not designed and constructed as part of an approved subdivision or partition** (CU).</li> </ul> </li> <li>f. Uses similar to those listed above.</li> </ul> <p><b>5. Accessory Uses and Structures</b> (such as storage, sheds and outbuildings)</p> <p><b>6. Wireless communication equipment (CU)</b></p> <p><b>7. Master Planned Development *</b></p>
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NOTE: Only uses specifically listed in Table 2.4.110.A, and uses similar to those in Table 2.4.110.A, are permitted in this district. **The following uses are expressly prohibited:** new housing, churches and similar facilities, and schools.

Land uses with (CU) shall require a Conditional Use Permit in accordance with Chapter 4.4. Uses marked with an asterisk (\*) are subject to the standards in Section 2.3.160 Special Use standards, “Special Standards for Certain uses)” \*\*Uses marked with 2 asterisks are subject to the standards in Section 4.4.400D. Temporary uses are subject to the standards in Section 4.9.

**2.4.120 Development Setbacks.**

Development setbacks provide building separation for fire protection/security, building maintenance, sunlight and air circulation, noise buffering, and visual separation. Building setbacks are measured from the building foundation to the respective property line.

- A. **Front Yard Setbacks.** The minimum front yard building setback shall be 15 feet, except that additional setback yards may be required to provide for planned widening of an adjacent street.
- B. **Rear Yard Setbacks.** There is no required rear yard setback, except that buildings shall be setback from the Residential District by a minimum of 20 feet.
- C. **Side Yard Setbacks.** There are no required side-yard setbacks, except that buildings shall be setback from the Residential District by a minimum of 15 feet.

**D. Other Yard Requirements.**

1. **Buffering.** A 5-foot minimum buffer zone (in addition to the minimum setbacks) shall be required between development and any adjacent Residential District. The 5 foot landscaped buffer zone shall provide landscaping to screen parking, service and delivery areas, and walls without windows or entries, as applicable. The buffer may contain pedestrian seating but shall not contain any trash receptacles or storage of equipment, materials, vehicles, etc. The landscaping standards in Chapter 3.2 may require buffering other situations, as well.
2. **Neighborhood Access.** Construction of pathway(s) and fence breaks in setback yards may be required to provide pedestrian connections to adjacent neighborhoods or other districts, in accordance with Chapter 3.1 - Access and Circulation Standards.
3. **Building and Fire Codes.** All developments shall meet applicable fire and building code standards, which may require setbacks different from those listed above (e.g., combustible materials, etc.).

**2.4.130 Lot Coverage.**

The maximum allowable lot coverage in the Light Industrial District is 80 percent. The maximum allowable lot coverage is computed by calculating the total area covered by buildings and impervious (paved) surfaces, including accessory structures. Compliance with other sections of this code may preclude development of the maximum lot coverage for some land uses.

**2.4.140 Building Height.**

The following building height standards are intended to promote land use compatibility and flexibility for industrial development at an appropriate community scale:

- A. **Base Requirement.** Buildings shall be no more than 3 stories or 35 feet in height, whichever is greater.

**2.4.141 Building Height.** *(continued)*

- B. Performance Option.** The allowable building height may be increased to 45 feet, when approved as part of a Conditional Use Permit. The development approval may require additional setbacks, stepping-down of building elevations, visual buffering, screening, and/or other appropriate measures to provide a height transition between the development and adjacent non-industrial development. Roof equipment and other similar features that are necessary to the industrial operation shall be screened, and may not exceed 55 feet in height without approval of a Conditional Use Permit.
- C. Method of Measurement.** “Building height” is measured as the vertical distance above a reference datum measured to the highest point of the coping of a flat roof or to the deck line of a mansard roof or to the average height of the highest gable of a pitched or hipped roof. (See Figure 2.1.170 for examples of measurement.) The reference datum shall be selected by either of the following, whichever yields a greater height of building:
1. The elevation of the highest adjoining sidewalk or ground surface within a five-foot horizontal distance of an exterior wall of the building when such sidewalk or ground surface is not more than 10 feet above the lowest grade;
  2. An elevation 10 feet higher than the lowest grade when the sidewalk or ground surface described in subsection ‘a’ is more than 10 feet above the lowest grade. The height of a stepped or terraced building is the maximum height of any segment of the building .
- D. Exceptions:** Not included in the maximum height are: chimneys, grain elevators, roof equipment, flag poles, and similar features which are not for human occupancy.

**2.4.150 Building Orientation.**

All of the following standards shall apply to new development within the Light Industrial District in order to reinforce streets as public spaces and encourage alternative modes of transportation, such as walking, and bicycling

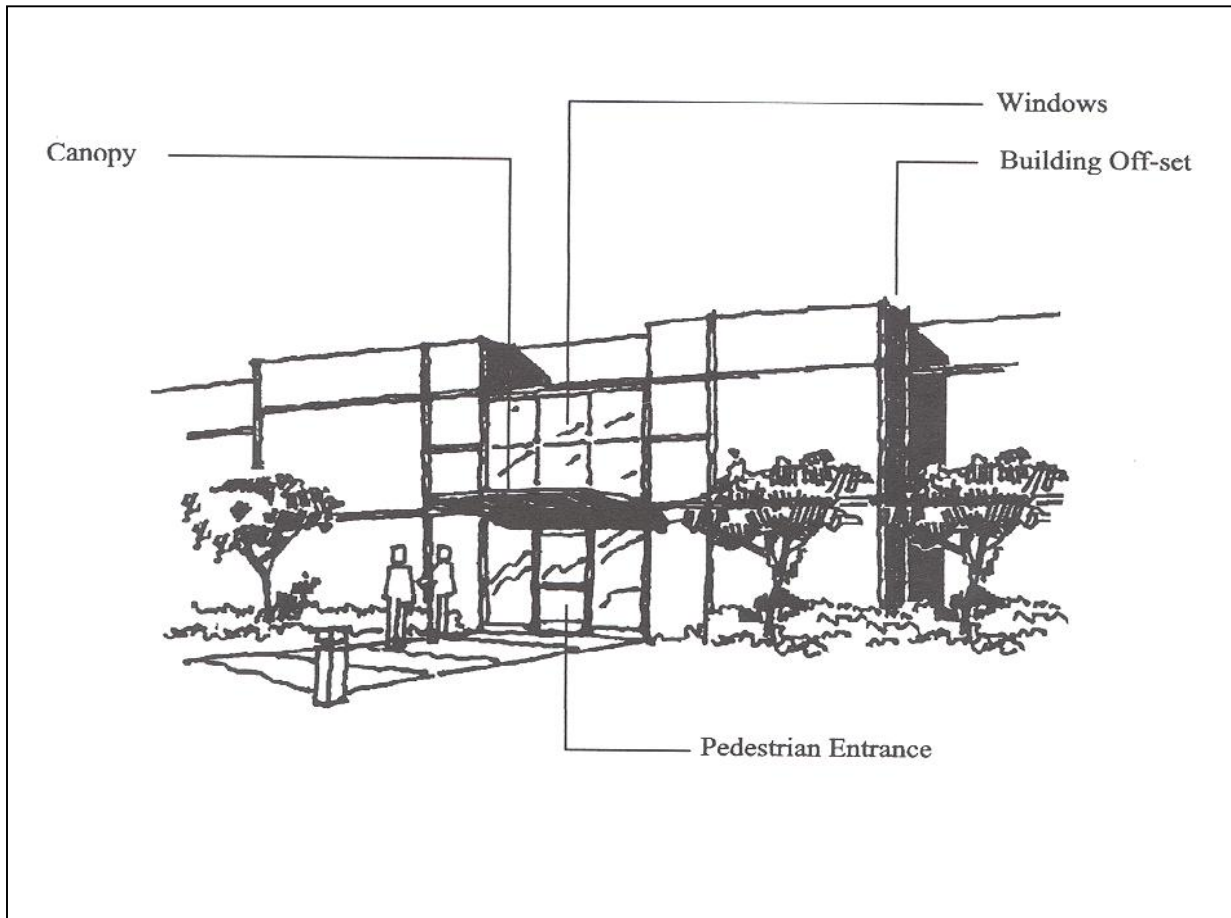
- A. Building Entrances.** All buildings shall have a primary entrance oriented to a street. “Oriented to a street” means that the building entrance faces the street, or is connected to the street by a direct and convenient pathway. Streets used to comply with this standard may be public streets, or private streets that contain sidewalks and street trees, in accordance with the design standards in Chapter 3.
- B. Pathway Connections.** Pathways shall be placed through yard setbacks as necessary to provide direct and convenient pedestrian circulation between developments and neighborhoods. Pathways shall conform to the standards in Chapter 3.
- C. Arterial Streets.** When the only street abutting a development is an arterial street, the building’s entrance(s) may be oriented to an internal drive. The internal drive shall provide a raised pathway connecting the building entrances to the street right-of-way. The pathway shall conform to the standards in Chapter 3.
- D. Buffers.** The City may require a total of 20 foot landscape buffer between development in the Light Industrial District and adjacent Residential District(s) to reduce light, glare, noise, and aesthetic impacts. This buffer is in addition to the minimum setback standards listed in Section 2.4.120.B,C,D.

**2.4.160 Design Standards.**

All developments in the Light Industrial District shall be evaluated during Site Design Review for conformance with the criteria in A-B.

*Note: the example shown below is meant to illustrate typical building design elements, and should not be interpreted as a required design or style:*

**Figure 4.A – Design Features (Typical)**



- A. **Building Mass.** Where building elevations are oriented to the street in conformance with Section 2.4.150, design features such as windows, pedestrian entrances, building off-sets, projections, detailing, change in materials or similar features, shall be used to break up and articulate large building surfaces and volumes.
- B. **Pedestrian-Scale Building Entrances.** Recessed entries, canopies, and/or similar features shall be used at the entries to buildings in order to create a pedestrian-scale.

**2.4.170 Special Standards for Certain Uses.****A. High Traffic-Generating Uses.**

1. Uses which are likely to generate “significant” levels of vehicle traffic (e.g., due to shipping, receiving, and/or customer traffic) shall require a Conditional Use Permit, in accordance with Chapter 4.4. “Significant traffic” means that the average number of daily trips, or the average number of peak hour trips, on any existing street would increase by 20 percent or 100 vehicles per day or greater as a result of the development.
2. The city may require a traffic impact analysis prepared by a qualified professional prior to deeming a land use application complete, and determining whether the proposed use requires conditional use approval. Applicants may be required to provide a traffic analysis for review by the Oregon Department of Transportation (ODOT) for developments that increase traffic on state highways. The Conditional Use Permit shall include appropriate transportation improvement requirements, as identified by the traffic analysis and/or ODOT, in conformance with Section 3.4.100. See Chapter 4.10 for submittal requirements for Traffic Impact Analysis in the Site Design Review Process.

**B. Wireless Communication Equipment.**

Wireless communication equipment, including radio (i.e., cellular), television and similar types of transmission and receiving facilities are permitted, subject to the standards for wireless communication equipment in Section 3.6.200. Wireless communication equipment shall also comply with required setbacks, lot coverage and other development standards.